

AVIATION

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The British Aircraft Carrier H.M.S. Hermes

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ANTI-STALL SAFETY DEVICE
THE FINISH OF THE FORD AIRPLANE TOUR
COL. MITCHELL'S CONCLUSIONS ON AIR DEFENSE POLICY

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SPEED WITH SAFETY



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MITCHEL FIELD, L. I. OCTOBER 8TH, 9TH, 10TH, 1925

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March 1925



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GOODYEAR

AVIATION EQUIPMENT

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Yes, type interference with the normal order and a very efficient shock absorber system assist in the majority of the entire design, while the design of tailfins on the upper wings only must undoubtedly greatly simplify the control cable system and, from the phenomene manner in which each of the Wings came in to Ford Airport, performing very slow landings, one undoubtedly drew side to side or in evidence to even still further shorten the landing run, would indicate that there was ample lateral control. It is recalled that the aircraft, though filled only to the upper wings are of very fair size.

A Modern Old Timer

Reference has just been made to the shortcomings of the Yeakley Sport, which, with the exception of all of the late Yeakley planes, was the last to leave the Team. The Yeakley is quite an odd timer in many respects but remains as good as even. The first impression gained after a cursory inspection of the machine, are that of a cross between a larger plane and a light plane, for the Yeakley appears to incorporate all the best features of many larger planes used in the service, only upon a smaller scale. The machine even possesses a fixed metal propeller, which, though not true in itself, is certainly the better and last to be had in many respects. The standard form of wing order section and radial strut arrangement and the comparatively wide chord wings arranged with very large ribs and braced according to normal lift and drag wing arrangements throughout the single bay indicate a standard of design which must render the Yeakley Sport very suitable for even country air touring and general use by the average pilot.

This question of the advisability and the necessity of incorporating the principle of balance into the design of the control surfaces of small noncompetitive low power airplanes, is one which could be debated upon with much advantage. There was a time when the theory of aerobics position of fly control surfaces forward of the main hinge was a measure taken only when it was expected that the loads upon the control column and the rudder bar during maneuvering in the air would be large, and the balance principle was resorted to in an endeavor to relieve the pilot of some of the strain of controlling the plane. The practice of fitting balanced control to rudders in particular, and elevators and ailerons less frequently, has, however, during recent years, developed to a very marked extent and an unbalanced rudder may almost be considered to be an anachronism. Thus, the elevators are also frequently so designed. Should the application of balance to the ailerons be small, as in this case, it is common.

This feature was very noticeable at Dearborn during the

small class airplanes starting as the Ford Tour. The only exception to this view, is that of the Travel Air, which had no balanced control surfaces at all. The Travel may be particularly characterized by, not only a comparatively large balanced rudder, but by elevators of the "boom" balance type. Otherwise this machine was of normal aspect, ailerons, as in the West, being fitted to the top wings only and a very neat engine mounting being provided. The machine either on the Ford is divided and a small rudder is fitted each side of the fuselage just ahead of the leading edge of the lower wing, apparently a very good position from the point of view of making efficiency.

As already stated, the persistence of balanced rudders in all the small planes makes the Travel Air stand out from all the others, although there are some radial Struts than this which make this machine of different powered control from most, a very noticeable feature being the strut, which extends on each side from the ailerons, which are fitted to the top wing only, downwards in a forward slanting direction to the lower wing. The ailerons on the Travel Air are of fairly long span and would seem to be very efficient. Again, the Travel Air, like the other planes in this class is the Team, is characterized in the very few kinds and particularly the time attention to detail design. The wing bracing with struts and ailerons has been given very careful attention and give the appearance of standard and at the same time in use with which represents one undoubtedly to make.

In passing on to the airplanes included in the rest of the class, previously outlined, the "Monterey" class, comes up for consideration and, though undoubtedly strictly belonging to the second group, including the small and light and generally heavy class country machines, the "Monterey" class appears to be composed of fly characteristics with the smaller planes is treated. Despite its comparative weakness for a small plane, this machine has a very good load carrying capacity being of the order of 800 pounds, over a distance of 300 mi. with a Curtiss C-12 engine, which, in very nicely and completely suited into the form of a deep fuselage of good lines. The split aileron type of construction is employed here among the most interesting features of the plane are the balanced ailerons. Although not fitted to the top wings only and the hinges, instead of being at the leading edge of the ailerons are set back, thus giving a small but distinctive balance when the ailerons are moved or lowered. The position of the ailerons, of course, not conform to the trailing portion of the wing section but at of constant shape following the lines of the main section only over its other portion.

Leaving again in order from the Ford Airport on the last

of the Tour was the Curtiss "Carrier Pigeon," which is, in many respects, as well known that further mention of its fine qualities would be unnecessary. The machine in which the dual and wing handling, which must be quite considerable in an aircraft of this weight, have been provided appears in minutes of construction throughout, is very reasonably and it would appear that it is a single opportunity to convert it and without undue loss of performance, provide for extra strength and durability, has been overlooked. Again, the split construction is in evidence, and, in fact, is now generally standard in all Curtiss products, but the machine about which the Curtiss Pigeon is equipped could not have had little work in the majority of the planes at Dearborn on Sept. 26. It would appear that this machine, assuming a reasonable case could get down safely in emergency on almost any class of surface that might be encountered, in fact the manner in which the plane took off the Ford Airport, which itself was an good shape, being deep in mud, was only characteristic of further possibilities.

Interlocking Wheel Control Surfaces

As it will be known, a major characteristic of the "Carrier Pigeon" is the great depth of the fuselage, accentuated by the need and front compartment, which is directly behind the engine room. This depth of fuselage, which is certainly somewhat lost down between the underwing struts, is probably responsible for the comparatively large air surface over the tail plane. The shape of the fin, which is quite novel, in it will be remembered, governed by the radius which makes the radius to be interchangeable with both the elevators and the ailerons, thereby reducing the number of separate necessary in the event of a minor accident. That, in itself, is a good valuable point in the favor of this machine and in very much of itself further design construction adds to its general all-around acceptability.

Of the first passenger carrying airplane, an so-called airplane, to distinguish this type from the open cockpit passenger

planes, there were three entered in the Ford Tour. The Steyer Brothers, the Ford entry, being the well known dual control monoplane, surely needs special comment, even though there have been no appreciable changes in it to meet modern times. It is obviously very well suited to the class of service to which it is put by the Ford organization and its very success in construction is common with that of the Jenkins, which also went off on the Tour, gives a good impression of adaptability to hard service.

The Jenkins plane, it will be recalled, is not the standard type most common here, but in a special example brought over for the Tour, and appears to be successful under present conditions. It has a large wing span over the older type and is equipped with a 3 H.P. engine developing 305 hp and five passengers and a full load of that appeared to be about two each for the machine, for the take off was long and sluggish and the climb very poor. In itself, the Jenkins was neither in all respects to the type already known, while the 3 engine Fisher, which went off with a heavy load in a reasonably steep climb, has already been described recently in this column. It being almost identical to the single engine JVL, only equipped with three Wright "Whisper" engines. The radial engine undoubtedly has a tremendous future, its major advantage being in the difficulty of substantially strengthening it into the rest of the design. The complete absence of the necessity of rudders, is, however, a tremendous asset in the case of the radial engine, not only as a result of the reduction of weight, but neither the radiator nor the motor mounting will figure in the weight estimate of a plane fitted with a radial engine, but also in the increasing of possible trouble, since rudders are well known as vulnerable parts of an airplane design. Further, with the exception of the wing radiating, the elimination of the rudder in the conventional type will mean a reduction in head resistance, which may well counteract the additional head resistance due to the difficulty of strengthening struts and spars in the incorporation of the radial engine.



Curtiss Detroit Sport of Commerce

The New Steyer



The New West, two of which were shown in the Tour

Aeronautics Safety Code Published

The major step in the work of the Aeronautics Safety Code National Committee, which is sponsored by the Bureau of Standards, and the American Society of Mechanical Engineers, is the publication of the Code. The work on the Code has been in progress since 1920 by a carefully selected and widely representative group of experts in the aeronautics and closely related fields. The several parts of the Code were printed in separate form and widely distributed for the purpose of covering constructive criticism and suggestions that were

unanimously given the broadest possible consideration in preparing the final Code.

The Code is issued as a Tentative American Standard under the procedure of the American Engineering Standards Committee, it having been approved by the Bureau of Standards, and the American Society of Mechanical Engineers, and the Society of Automotive Engineers, and the Society of Naval Architects and Marine Engineers, W. Va., last June. The Code is printed in pamphlet form and can be obtained from the Society at 25 West 38th St., New York, City at \$1.50 per copy.

Magni Air Resistance Brake

Further Attempts at Reducing the Landing Run of Airplanes

A good gliding angle and a slow landing speed have certain undeniable advantages but such machines have a habit of "floating" two-thirds of the way across a field and there is nothing which stops a pilot more than being unable to make the wheels sink to the ground when there is a fence ahead. The experienced pilot side slips his machine in to kill his speed and to slow himself more quickly but even this method has certain obvious disadvantages.



The Removable flap can be seen in the above view

A known obstacle to the landing run that reduces the gliding angle have been tried, but the experiments have been attended with only moderate success.

Previous Experiments

The experiments have been carried out chiefly in England. Periods when lifted out from the side of the fuselage were tried but not, considerably more so against. A movable panel set between the struts of a biplane and running parallel to the wings was tried with somewhat better success but not up considerably almost as well as extra resistance during normal flight. This device worked better but soon on the ground no more resistance has been made and little practical application was made.

A Very Clean Design

A new British patent was constructed by the Laboratories, Dunsford, Devonshire. Their Magni of Magni machine has been in a manner which looks both simple and practical. The plane in which the device is installed is a single open sport plane of very clean and pleasing lines. It is a machine of the present type and is fitted with a 30 hp. Anson engine. Their Magni has built a series of sport planes and the present machine is being used as a flying laboratory for the testing out of various ideas. The wing is placed on the level of the pilot's eyes so that the "knee" acts as practically a tail. The wing consists of five plywood spars with approximately seven bracing and the whole covered with canvas. The fuselage is built of wood and is circular in form and of reasonable construction. The entire machine is made of wood, a perfectly demonstrable and carries the 50 hp. Anson engine.

The wings are hinged on either side by tubes which run from the bottom of the fuselage to a point about two-thirds of the way out on the wings. Over these single tube struts has been built a very wide bracing outwardly inwardly braced, which is the hollow system of wing bracing. This wide bracing which rests on a wing area of considerable size gives a different effect. Then, however, is only an incidental feature.

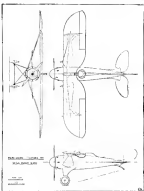
Thus, the "Ailettes" (winglets) are movable about the hinging tube and when the pilot wishes to use them to a brake he pivots them so that they have a greatly increased angle of incidence and instantly can be brought to an angle of 45 deg with the air flow. This greatly increases the resistance of the whole machine and gives a steep gliding angle and a short run. The "Ailettes" are controlled by two levers in the cockpit one for either side. Lateral ones can be obtained by different use of the "Ailettes" but by using the left lever alone the angle of incidence of both can be changed equally and at the same time.

Light Places in Research

The winglets would seem to be something, though not much, below the corner of resistance of the machine giving a downward pitch to the plane when their resistance was increased. This is counteracted by a very large balanced elevator with its level vertical position. It must require considerable skill to handle the device especially when the design is made close to the ground.

The machine has a 35 ft. 3 in. span, a length of 18 ft. and a wing area of 116 sq. ft. It weighs 316 lb. empty and has a normal load of 285 lb.

Apart from the interest surrounding this small airplane owing to the incorporation of the air brake device, there is a second point of some importance. For since a 30 hp. motor engine, this plane could almost be regarded as being in the light plane class and now, according to the intention of the designer, the machine is not, not only to test the air brake principle, but also that experimentally it must be considered as an example of the use of the light plane in research to a manner previously suggested in the columns of AVIATION.



Side drawings of the "Pilot's"

An Anti-Stall Safety Device

A Simple Device Which May Prevent 75 Per Cent of Accidents

A spontaneous demonstration of the increasing trend toward making flying safe was given recently at Canton, Field, Garden City, N. Y., when the new Stinson-Dugan anti-stall gear was shown in operation for the first time in the United States. After the demonstration, Major John B. Brock, executive officer of Mitchell Field, the Army Air Station, stated, "I consider this new device a great step forward in making aviation safe and believe that it should be installed on all planes."

The anti-stall device was developed by the technical staff of the Stinson-Dugan Corporation under the direction of Capt. Louis Brockard. It was conceived by Mr. Brockard and Major John Brock. Major Brockard attended flying for a few years ago. His new device is an experiment but certainly more important to aviation.

"Stalling" is the term applied to the action of an airplane in losing speed with the nose pointed upward and the result is inevitable, a crash dive toward the ground. If then occurs while the plane is high enough the pilot has time to correct it and glide down but if an airplane stalls near the ground there is no opportunity to right it in time.

75 Per Cent Accidents Start in Stall

Statistics gathered by Major Brockard show that 75 per cent of all airplane accidents are either caused by or lead up to a stall. Any stall can be avoided if it is caught before it actually occurs. This is what the Stinson-Dugan anti-stall gear does. It gives a definite and warning warning to the pilot the moment a stall becomes imminent.

The device, as it is at present, weighs but few pounds, but Major Brockard intends to manufacture others of varying sizes for light and heavy planes. It is simple in construction, inexpensive and not cumbersome.

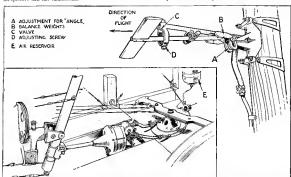
A miniature wing or vane is placed on one of the struts near the end of the wing and this is controlled by the direction of the air flow past it. In ordinary flying the vane is held at a level, but as soon as the nose of the plane points up at a dangerous angle the wind flow strikes the bottom of the vane, pulling it up and opening a small valve which is connected by a relay system to a pneumatic device which gives the main control stick a sudden push forward. The angle at which the vane operates may be regulated to a fine point. The force, automatically applied to the control stick gives the pilot an increasing warning and one which he cannot fail to understand.

Direct Action on Control Stick

In designing the anti-stall gear, it was taken into consideration that the most point of control contact between the pilot and the ship was the main control stick. While flying the pilot always has his hand on this lever and any signal given through this machine is bound to reach him immediately. A further advantage is that the anti-stall gear actually pushes the lever in the right direction and levels out the ship unless the pilot pulls against it and increases his power.

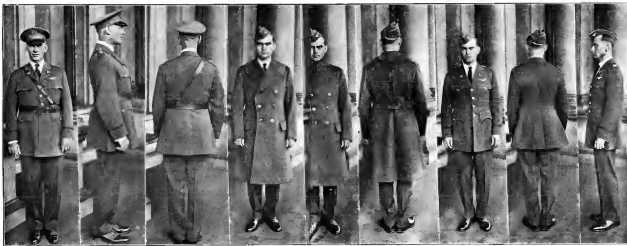
The pilot has only to yield to the force on the control lever and the plane straightens out and gains speed. As soon as it is in a safe flying angle the increasing impulse on the control lever ceases.

In tests of the device, made in England, ships were flown and an attempt made to stall them at every angle, both with the motor going full blast and with it cut off altogether, and in every instance the anti-stall gear worked perfectly. There is nothing in the device to go out of order and its light weight makes its universal adoption a practical certainty. It has been officially accepted by the British government for their military and commercial planes. After the demonstration



A complete diagrammatic layout of the device (Stinson-Dugan) anti-stall gear. The air flowing shows that part of the gear which is attached to the airplane strut, while the internal mechanism, which actually applies the controlling force to the control stick, is shown in the lower diagram.

OFFICIAL PHOTOGRAPHS OF THEW ARMY AIR SERVICE UNIFORM



The New Air Service Uniform

The first set of photographs reproduced herewith, show the new Air Service uniforms as worn by Gen. James E. Foy, and his aide, Capt. Ira C. Eaker on the occasion of their visit to the Acting Secretary of War, the Honorable Dwight P. Davis. The first three pictures on the left show General Foy in the new field service uniform. The last three on the right show Captain Eaker in the flying duty uniform. These uniforms differ from the field service uniform in that the brass buttons are not worn and the cloth top is substituted for the former regulation cap. The aviator photographs were taken of Captain Eaker in the new regulation overcoat. This overcoat is very similar to the old regulation overcoat and the principal change is in the previous lap wearing it with a Ten web. All of these pictures show the officers wearing trousers or "slacks" as they are colloquially referred to.

General Foy and Captain Eaker called on the Secretary of the Army on Sept. 11, and presented the tentative spec-

ifications for the new uniforms and wore the samples illustrated above. Assistant Secretary Davis, after looking the uniforms over, advised some changes in the location of the buttons regarding the length of the sleeves, and other minor changes. After these changes are made, he stated that he would approve the regulations and specifications.

For actual service on a flying field, the new khaki wool shirt may be worn and the shoulder straps on the shirt are not required when it is worn with the blouse. The present regulation breeches are intended to be worn with the new uniform. When breeches are worn, either golf stockings or field boots may be worn. For the information of our readers, what is known as a "field boot," is a level boot. The new uniforms will be made of the same cloth and of the same color as the former regulation type. When the new uniform was first considered, it was proposed to make it of Royal Indian aviation blue with green gold braid and brass buttons. This proposition was not acceptable to the ground staff and the present design is a compromise. The primary

purpose of the new design is to relieve flying officers of flying with a high stiff collar and having to try to keep the old cap in position in the cockpit of an airplane.

The following is a general description of the new uniform:

The officer's coat will be a single-breasted four-button coat made of the same material as the present one with a roll collar and notched lapel. It will have four pockets with flap on each. It will be cut to extend two or three inches below the waist and to fit the figure snugly over the chest and snug at the waist. It will have a belt two inches wide around chest, all round the waist. All insignia will be color-coded in gold and silver buttons.

The overcoat will be a double-breasted four-button overcoat with roll collar and notched lapels. These buttons will show below the end of lapel roll. The coat will reach one inch below the knee. The insignia of rank will be on shoulder loops.

The cap will be similar in type to the overseas cap and will have a piping of white-mauve blue with golden orange bands.

The boots will be similar to the present field boots, but need not necessarily be waterproof, nor with leather tops.

The new dress shirt will be of the existing type, except that shoulder loops need not be worn when the coat is worn. Stockings will be "golf commercial," plain tops and made of olive drab wool.

It is expected that several orders concerning the new uniforms will be issued to the service within a short time.

Seaplane to Overtake Liner

An exciting chase of a liner by two American seaplanes in a seaplane took place recently.

They passed the Latvian when she sailed from Southampton for New York and at once chartered a seaplane from the local airport.

Probably once because the seaplane was slow and unarmored and second permission to carry the passengers had to be obtained over the phone from the Air Ministry at London.

The seaplane embarked on the plane at 3:30 which, few after the liner and caught her at Chertsey at 4:25.

at the site selected, a large tract owned by a railroad and to which iron lines had been given the city. The equipment and labor likewise were donated. Excavations were laid out and rapidly stopped into shape. In three days the field was ready and at the moment the city has received all orders to use it.

Of course, an enormous amount of newspaper publicity attended the volunteers of the field and at every opportunity requests are publicly presented for the speedy establishment of a flying field.

At the present time the Gates flying air wing has three standards, all of which were entered in the "Go to New York" race. One aircraft was from Fort Worth, Tex.

The present personnel of the company include, the following: Mrs. B. Gates, general manager, Clyde S. "Upjohns" Upjohns, chief pilot, Photo-Back, Andrews, Eddie Berens, Freddie Lead and Eddie Lead. Headquarters at the present time are at Room 714, 17 Battery Place, New York City.

Philadelphia News

The trial open of here and the business of bringing a sporting surprise down from an altitude of over a mile to land on a track do not run very well. This was the conclusion to which Fred C. Gardner of Hays Allyn, Pa., was forced on Sept. 22 when he attempted to pass his qualifying "air" examination to obtain the license of a pilot. His wife, a member of others, is a member of the Pottsville Flying School at the flying field near Hays Allyn.

He brought the race up and finished out for the landing, but his exhibition was bad, for the machine tumbled several hundred feet beyond the mark. He was disqualified by consensus of both C. T. Leachman, president of the local Aeronautical Association and his associate, Jack Jones O. Ray, operations manager of the field.

Gardner seemed somewhat disappointed out of the cockpit, returned to Leachman and asked for another chance. Again he climbed the field, again he negotiated down "dash-

board" and made a perfect landing, amid the plaudits of his companions.

The other amateur pilots who passed their qualifying tests were Richard B. Smith, Hays Allyn; John P. Leachman, Willow Grove; C. T. Hodgins, Glenside; A. B. Jacobs, Germantown; and C. F. Kishigah, Logan.

Long View Field, Pennsylvania

The Pennsylvania Aero Service reports to us a new landing field at thirty acres some twenty miles east of Pittsburgh at a point just west of where the mainline starts. The exact location of the field is 8 mi. east of Harrisburg, Pa., or 1 mi. west of Youngstown, Pa., on the Lincoln Highway. The field has a circle at 150 ft. diameter in the center. There is a hangar for three ships but at the present time this is fully occupied so there are five ships on the field, three OHS Jagers, a Cessna and Standard. There is a gasoline station at the corner of the field whose roof is in the form of a parabolic curve. C. T. Cornell and Joe Meyer of Philadelphia, Pa., are the owners in the field. The field was opened on June 1, several students have had instruction, passengers have been carried and a number of cross-country races have stopped off at the field.

Swedish Air Traffic, 1934

Regular air services were operated in Sweden for the first time during 1934. All of them were on a summer schedule, and included services between Malmö and Hamburg, Stockholm and Helsingfors, and Malmö and Copenhagen. Although regular schedules were followed on all three lines, most of the traffic was on the Copenhagen route, over which 246 trips were made and 2,535 passengers carried.

The first that on Jan. 1, 1935, there were 230 private individuals in Sweden in possession of licenses for operation of airplanes is an indication of the interest that has been aroused in aviation air services.



APRIL 1935

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United States Air Forces

U. S. ARMY AIR SERVICE

Donner Reservists Back United Air Service

There is probably no group of men in this country who follow the development of the Air Service with more thoughtful and unselfish interest than the Air Service Reserve officers. The following resolutions from the Association of Air Service Reserve Officers of the 103rd Division and New-Donner Group at Dayton, O., were sent to us with the hope that it would help to bring out the opinions of other similar groups of Reserve officers throughout the country.

In consideration of the numerous Air Service questions were before the country, we, the Air Service Reserve Officers of the 103rd Division, in conference assembled, do hereby RESOLVE:

— FIRST —

THAT: We desire a unified Air Service

— SECOND —

THAT: We desire a consolidation of all United States Government elements of aircraft operations, production, supply and training

— THIRD —

THAT: We desire that the administration of all aircraft matters be placed directly under the control of qualified aircraft pilots.

THAT: We hereby give our unanimous approval to these resolutions as stated herein by the signature of the officers of our association and are duly recorded in the minutes of our meeting of September twenty-second, one thousand one hundred and twenty-five

CHAS. G. BULLARD
Capt. Air Service Reserve,
Pittsburgh

CHAS. H. BARNES
Lt. Col. Air Service Reserve,
Birmingham

Army Air Orders

Following officers, A. S. Res., to active duty from places indicated to McCook Field, according to inactive status Sept. 15: Major Maurice Brett, Philadelphia, N. Y.; Clifford Burdett, Greenwood, East Orange, N. J.; Thomas Derkington, Capt., Dayton, Pa.; William Montgomery Hewitt, York, Pa.; James Russell Walsh, Auditor, and See Jack Russell, Major, Kansas, Minnesota.

First Lieut. Francis T. Murphy, A. S. Res., Little Rock, Ark.; 1st Lieut. Earl C. Smith, A. S. Res., Fort Worth, Tex., to active duty Kelly Field, according to inactive status Sept. 15.

Following officers, A. S. Res., to active duty Charlotte Field, Tex.: places indicated, according to inactive status: Capt. Robert Edmondson Ellis, Dayton; 1st Lieut. Charles Irish Penick, Des Moines; 1st Lieut. Paul Dean, Dayton; 1st Lieut. Bruce Bishop, Portland; 1st Lieut. Carl Swanson, Lincoln; 1st Lieut. Everett Takahashi, Dayton; 1st Lieut. Walter Barker, Dayton; 1st Lieut. William Eugene Lewis, Kansas City, and 1st Lieut. Wayne Tress, Dayton.

Capt. Leo James Griffin, A. S. Res., Alhambra, Mass., and 1st Lieut. George Varley Shinton, New York City, to active duty Maxwell Field, according to inactive status Sept. 15.

Spec. Co. 125, assigned to relieve Major Burton K. Tount from duty and assignment, McCook Field, and to order him to proceed to New York City and thence to Paris, for duty as assistant military attaché.

First Lieut. John M. McCulloch, A. S. Res., assigned to duty

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Unique Hose Line

Using bamboo wood in a gasoline hose line is a rather unusual experiment, but it demonstrates the truth of the old saying that necessity is the mother of invention.

The Third Fleet Squadron, stationed at Clark Field, Panapa, P. I., recently participated in some maneuvers at San Jose, Mindanao, during the course of which the pilot of one of the nine participating JRBs, engineer, Lt. R. G. Childers, had a forced landing in the midst of a bamboo forest in a hostile low country in the gasoline line. This mishap proved a source of no particular worry to the successful Engineering Officer of the fleet, 2nd Lieut. G. H. Cook. Discovering some bamboo wood in the immediate vicinity at which the plane was set on fire, he used it in lieu of hose, and Lieutenant Childers was enabled to take off and complete the run to the field in San Jose.

U. S. NAVAL AVIATION

Feet Hamilton Naval Reserve

On Sept. 6 the last remaining N9 of the New York Naval Reserve was credited to a complete wreck. It was being piloted by Eugene R. Haines, Peter Haines, N. Y. The engine was thus left without a plane for two days later a DCS was put into commission. The officer at the station reported that it is a delightful plane to fly especially after working with derelict Ns. From June 25 to Sept. 10 over 50 hrs of flying was done. There are 20 officers and eight enlisted men attached to the station. Due to the scarcity of flying equipment there has been only one Reserve Machine Officer on active duty during the course of the week.

New Aircraft Carrier Launched

The new aircraft carrier Lexington sailed south to the States and was launched at Quincy, Mass. on Oct. 3.

Dedicating the carrier to Lexington as "an inspiration for the maintenance of free government," Secretary of the Navy, Department, at the launching ceremony declared it was a "vibrant bearing of our traditions in the belief of the men and officers of the American Navy in the use of aircraft as national defense."

"It is the nation's historic tradition," the Secretary said, "that Congress believe in the development of aircraft as a means of national defense. The blood sacrifices for the construction of the Lexington and the Saratoga, with their equipment, personnel, Coast Guard, by maintenance, and, are a noble record that every citizen in the legislative halls of Congress should know that the sea's needs are met in the maintenance of the fleet."

"Every ship of the history used in her construction proved just to the satisfaction of the nation that the American Navy is dedicated with maintenance and maintenance sustained by the blood sacrifices of the men of the past."

The ship was christened by Mrs. Theodore Douglas Robinson, wife of the Assistant Secretary of the Navy. Officers in the official party were Rear Admiral WILLIAM A. Moffett, Chief of the Bureau of Aeronautics, Rear Admiral L. D. Buratt, Chief of the Bureau of Construction and Repair, and Rear Admiral Louis B. Theobald, commander of the Boston Navy Yard.

Navy Air Orders

1. Capt. Joseph W. Brown, Jet 1st Ave. to Canada Airtel Sqdn, Battle Flt.

1a. Capt. Charles S. Boyd, Jet 2nd Ave. to Canada Airtel Sqdn, Battle Flt.

1b. Capt. C. Bailey, Jet 3rd Ave. to Canada Airtel Sqdn, Battle Flt.

1c. Capt. C. Bailey, Jet 4th Ave. to Canada Airtel Sqdn, Battle Flt.

1d. Capt. C. Bailey, Jet 5th Ave. to Canada Airtel Sqdn, Battle Flt.

1e. Capt. C. Bailey, Jet 6th Ave. to Canada Airtel Sqdn, Battle Flt.

1f. Capt. C. Bailey, Jet 7th Ave. to Canada Airtel Sqdn, Battle Flt.

1g. Capt. C. Bailey, Jet 8th Ave. to Canada Airtel Sqdn, Battle Flt.

PUBLISHER'S NEWS LETTER

The wing of public opinion to the contrary of past years seems to have accepted a momentum that will carry it to its end. Every day we are asked to add greater force to the claims of aviation that it has an independent role to play and will not be held back by the bureaucracy who fear its growth. The momentum of the so-called "army aviation" in the older services has been fully demonstrated to the public and General Mitchell's record on the whole aviation, which he made the aviation, "The kind of stuff has got to stay."

* * * *

It was not a day when we used the "General" when referring to the changes of aviation. It is our feeling that a man who has spent his life in war and who has commanded the largest air force ever used in battle should not lose his touch, in aviation circles at least, through direction by military apparatus of our progress. It may be supposed that in the aeronautical world he would be the leader as General Mitchell is a confirmation to his leadership in aviation as the machine gun men of anti-aircraft forces.

* * * *

The Sherbrooke inquiry continues to hear out the views expressed in the editorial printed in AVIATION after the war. When it was argued to "take America out of Politics," it was known that if the truth came out that the public would be shocked by the facts, but so far as we can learn, it was the fact placed by the real blame for the wreck was placed on the political aspect of the war. Even now it is not believed that the whole truth has come out. Perhaps it never will for fear of alienating the friendship of certain political leaders that the Navy wanted to please by letting the war the Sherbrooke as an adjunct to the State Fair. There is no force in comparing the political influence and working in highly organized in military and naval circles. "Log rollers" has long been a favorite pastime in Washington. Where a favor can be done by the services for a political leader, it can be capitalized when appropriations are being made.

Perhaps at all the discussions from powerful political quarters were made public, it might wish some of the ideas from the Navy's shoulders to the real discovery of propaganda. When an officer is asked to do a favor to a politician and is able to do it, even at the risk of government property, it is a natural desire to please that individual. In the case of the Sherbrooke, the view in the state fair was not meant and consequently it is only natural that the officers are going all the blame. It is an opinion that the pressure which was placed on the Navy for the propaganda tip should also assume its portion of the blame. This point seems to have been overlooked in all the discussions over the accident and it made here as that the air people can think it over. Perhaps, later when this phase of the tip comes out, it may justify the impression.

* * * *

National Defense as a political issue faces up as a possible byproduct of the parties. No clear understanding of what is happening in Washington can be secured without knowing the fact always as usual, as President's Air Board will undertake to furnish an Administration policy that can withstand political attack and satisfy the necessity of the public mind. If this is not done, the whole subject is certain to be used in a political way by parties. For this reason, some conservative organizations may be expected that might be expected from men with such fixed views.

* * * *

The next event of major importance on the schedule of aeronautical events will be the President's Message transmitting the Air Board report. While it may appear to be some far distant time to December first, it will come quickly and from that date the really important happenings will take place. If the President is at state as he has proved himself to be in other cases, he may be relied on to give the air problem of clear presentation to all that will be in motion for movement in the right direction. Such a clarification will give the country an assurance that a surety words at this time.

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